

Data Submitted (UTC 11): 10/20/2020 1:32:45 PM

First name: Adam

Last name: Meyer

Organization:

Title:

Comments: E-bikes have revolutionized pedal and throttle powered access to public lands. The current regulations don't account for this new technology, and it's appropriate to review how access is managed in the future.

Every trail and zone are a little different, and require lands managers to consider carefully how user groups interact and impact one another and the ecosystem. A class 2 e-bike is a silent bicycle-like motorcycle. Class 1 and 3 are faster pedal bikes.

Any electric powered bicycle can drastically increase the rate of speed at which one travels uphill. E-bikes are nearly silent, which gives other users and wildlife little auditory warning of approach. Fitness and power to weight ratio were formerly the limiting factor to how far one could ride or climb on a bicycle. The e-bike has tremendously extended changed how many miles and vertical feet a rider can travel. Battery charge can be as much a factor as fitness.

I support increasing access to public lands by principle, and diversifying user access is core to this belief. Humans have an undeniable impact on the landscape and wildlife, which is why we have wilderness and national parks that only allow the 19th century access types of foot and horse. NFS lands should broaden and support new ways for the public to access public lands. We must trust land managers to route and manage the traffic and users according to what's appropriate in their jurisdiction.

Expanding the provisions to e-bikes with pedal assist (type 1 and 3) and e-motorcycles (type 2) is appropriate. We need to examine the designations and grow where adding motorized access is appropriate to expand access for the decades to come. Technology will only improve, which means more users should access our public lands in new ways.